



**Federal Aviation
Administration**

Russ Chew 1-800-FAA-NEWS Phone Message
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Hi, this is Russ Chew with the update for November 18.

Earlier this week, the Administrator rolled out the Flight Plan, and talked about our achievements for 2005. Because we made all but three of our thirty-one goals for the last fiscal year (which was better than 90%), we have earned 100% of our “organizational success pay increase”(or OSI). Because the goals span all of the agency’s lines of business, a “congratulations” is well deserved by all. Especially considering that this was achieved with one of the most budget-constrained years ever. However, during the Town Hall question-and-answer sessions in our nine regions, many questions about the progress of the ATO service area restructuring were asked.

While no final decision has been made, what we can say that the majority of the ATO employees in the service areas will stay in the areas where they are now. Having said that, what will be affected will be staff overhead and administrative services that we provide mainly for ourselves. But not only will we be reducing our overhead, we will be undertaking a major process re-engineering effort not just within ATO, but also with the other FAA lines of business. We are finally in the last stages of political review right now, and I expect that an announcement on ATO service area restructuring will be made before the end of this calendar year.

Also last week, the Administrator testified before the Senate Aviation Subcommittee on the safety of the airline industry, and also addressed the issues of operational errors and runway incursions, which remains on the NTSB's Most Wanted List of safety improvements.

Now we have made significant progress over the past few years in reducing runway incursions; and fortunately, these events are rare. In fact, we met our runway incursion goal for 2005. But over the last few years, the improvement has come from fewer

errors by pilots and airport personnel, while our controller error rate has not changed much. Also last year, one of the few goals we missed was our operational errors goal. But digging down a bit, our controllers in enroute and oceanic operations actually deserve kudos for their error performance last year, where errors were down and we actually beat our goal. But unfortunately, it was not enough to offset the surge of errors in our terminal operations. This will be an extremely important focus for the coming year if we're to reach our 2006 goal, and all of us will have to pull together to make it. You can expect both near-term tactical action by terminal and enroute, and strategic action by ATO safety to address this. As always... our job is to continuously improve the quality and cost effectiveness of our service, and I know we are all up to the task.

In spite of missing our operational error goal, I continue to be proud of the work we do in the ATO, which often goes unrecognized. Let me take a minute to congratulate the National Aeronautical Charting Group (NACG), who produces the nation's aeronautical charts. As part of Aviation System Standards, NACG builds Air Traffic's Radar Video Maps, Minimum Safe Altitude Warning Maps, and Controller Charts. Working directly with various facilities, they create or revise about 2,500 Radar Video Maps yearly that support 415 radar sites. Recently, the our own people in the Minneapolis Tower and TRACON recognized NACG employees Andy White, Larry Green, and Fred Milburn for an outstanding job providing new and revised video maps throughout the last two years. As such, Andy and his team played a big role in successfully opening the new OEP runway at Minneapolis--St. Paul International on time.

Finally, the busiest travel days of the year are coming up, and the Air Transport Association is forecasting that 21.7 million passengers will travel globally on US airlines during the 2005 Thanksgiving Day holiday season, which runs from November 19 to November 29. With all of the flights full, there won't be much room to cancel flights due to bad weather or any other reason. The FAA Command Center will once again be working with our facilities to deliver our best arrival rates, and collaborate with our customers to put as much predictability and efficiency in the system as we possibly can. This year, two initiatives to increase capacity and efficiency are in place: DRVSM, which adds additional flight levels to the enroute upper-airspace

environment, and Florida Airspace Optimization, which will greatly help reduce delays going to and from busy Florida airports during this season.

Just a final note, there are only a few weeks left to take part in this year's workplace giving campaign, the Combined Federal Campaign. Remember, Thursday, December 15th is the last day of the campaign. Please take a few minutes to participate - there are so many worthy charities, and your generosity will make a real difference to those less fortunate than ourselves.

That's it for this week. Thanks for listening; but because of the holiday next week, I'll talk to you again for a couple of weeks. In the meantime, please have a happy and a safe Thanksgiving holiday.